

**Amendments to the Specification:**

*Please amend numbered paragraph 0010, as shown below:*

The present invention meets the need identified above with a method and system for controllably transferring energy from a high voltage bus to a low voltage bus during prestart. In this manner, a low voltage battery coupled to the low voltage bus can receive sufficient energy during ~~precharging~~ prestart to limit degradation.

*Please amend numbered paragraph 0015, as shown below:*

The system further includes a DC/DC converter and a vehicle system controller. Preferably the DC/DC converter is coupled between the high voltage bus and the low voltage bus. The vehicle system controller includes instructions for controllably transferring energy from the high voltage bus to the low voltage bus during prestart ~~of the high voltage bus~~ by controlling energy flow through the DC/DC converter.

*Please amend numbered paragraph 0018, as shown below:*

The invention described herein is a system and corresponding method for operating a hybrid electric vehicle during prestart ~~of the vehicle's high voltage bus~~; for example, after an ignition key is turned to a run position during which a primary power source is temporarily deactivated. The method described herein is applicable generally to any hybrid vehicle system, and is not limited to a specific construction or configuration of the vehicle or its powertrain.

*Please amend numbered paragraph 0039, as shown below:*

During such prestart, experimental testing indicates some degradation can occur to the low voltage battery 20 coupled to the low voltage bus 72, especially when accessories

powered by the low voltage bus 72 are operated during extended periods of precharging prestart, such as when the ignition key is in the run position and the lights or radio are on.

*Please amend numbered paragraph 0040, as shown below:*

As described below, the present invention limits such degradation by transferring energy to the low voltage bus 72 during prestart. In this manner, the battery 20, preferably, is prevented from over discharging. Because the over discharging is limited, a smaller battery can be used to save cost, or the battery could be replaced with an ultracapacitor or other energy storage device. The accessory loads can be operational for extended periods during precharging prestart.

*Please amend numbered paragraph 0043, as shown below:*

Preferably, the high voltage battery 18 always maintains sufficient energy for powering the generator/motor 26 so that the engine 14 can be cranked. As such, the transfer of energy to the low voltage bus 72 is correspondingly limited, as the energy transferred to the low voltage bus 72 during precharging prestart drains the high voltage battery 18.

*Please amend numbered paragraph 0047, as shown below:*

A block 96 stops further transfer of energy to the low voltage bus 72 if block [[74]] 94 determines that the available high voltage battery energy is insufficient to keep transferring energy to the low voltage bus 72. This can be determined based on the energy required for the electric starter or other energy requirements for the high voltage system.

*Please amend numbered paragraph 0054, as shown below:*

As described above, the present invention provides a method and system for controllably transferring energy from a high voltage bus to a low voltage bus during

~~precharging~~ prestart. In this manner, a low voltage battery coupled to the low voltage bus can receive sufficient energy during ~~precharging~~ prestart to limit degradation.